Collisions by Roadway Classification

Table 9 compares the number of fatal, injury, and total collisions by urban and rural classification. Urban roadways are defined as those within the city limits of cities with 5,000 people or more. Urban roadways tend to carry higher volumes of traffic at lower speeds, while rural roads carry lower traffic volumes at higher speeds.

Table 9
Comparison of Collisions by Roadway Classification: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Fatal Collisions	245	241	225	230	261	13.5%	-2.0%
Urban	36	39	40	47	43	-8.5%	9.5%
Rural	209	202	185	183	218	19.1%	-4.3%
Injury Collisions:	9,256	9,392	9,231	9,688	9,661	-0.3%	1.6%
Urban	5,129	5,356	5,329	5,577	5,515	-1.1%	2.9%
Rural	4,127	4,036	3,902	4,111	4,146	0.9%	-0.1%
Total Collisions:	25,076	26,241	26,090	26,477	26,700	0.8%	1.9%
Urban	14,503	15,463	15,752	15,676	15,841	1.1%	2.7%
Rural	10,573	10,778	10,338	10,801	10,859	0.5%	0.8%

In 2003, 84% of fatal collisions occurred on rural roads, whereas 41% of all collisions occurred on rural roads. In Idaho, 91% of the total road mileage is classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.[3]

The high percentage of rural roadways in Idaho may account for the fact that Idaho's fatality rate is consistently higher than the U.S. fatality rate.

Table 10 shows the number of collisions and collision rates on local and state system roadways (both interstate and non-interstate) for 1999-2003, and the number of collisions and collision rates statewide. Collision rates are lower than the statewide fatality and injury rates shown in Table 2 because multiple fatalities or injuries may occur in a single collision.

Table 10
Collision Rates for Local and State System Roadways: 1999-2003

Roadway Information	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Local:							
VMT (100 millions)	68.2	61.7	65.9	63.7	64.0	0.5%	-2.0%
Fatal Collisions	87	109	84	88	99	12.5%	2.4%
Injury Collisions	5,211	5,357	5,216	5,424	5,538	2.1%	1.4%
Total Collisions	14,714	15,740	15,343	15,461	15,635	1.1%	1.7%
Fatal Collision Rate	1.3	1.8	1.3	1.4	1.5	12.0%	6.3%
Injury Collision Rate	76.4	86.8	79.2	85.1	86.5	1.6%	4.1%
Total Collision Rate	215.7	255.1	232.9	242.6	244.2	0.7%	4.6%
State System (Non-Interstate):							
VMT (100 millions)	41.0	44.3	45.1	46.2	47.7	3.2%	4.1%
Fatal Collisions	114	85	98	108	112	3.7%	0.0%
Injury Collisions	2,639	2,642	3,014	3,329	3,297	-1.0%	8.2%
Total Collisions	6,897	6,775	8,067	8,477	8,751	3.2%	7.5%
Fatal Collision Rate	2.8	1.9	2.2	2.3	2.4	0.5%	-3.4%
Injury Collision Rate	64.4	59.7	66.9	72.1	69.2	-4.1%	4.2%
Total Collision Rate	168.3	153.1	178.9	183.6	183.6	0.0%	3.5%
Interstate:							
VMT (100 millions)	34.1	31.3	32.0	33.1	32.3	-2.5%	-0.8%
Fatal Collisions	44	47	43	34	50	47.1%	-7.5%
Injury Collisions	1,406	1,393	1,001	935	826	-11.7%	-11.9%
Total Collisions	3,465	3,726	2,680	2,539	2,314	-8.9%	-8.6%
Fatal Collision Rate	1.3	1.5	1.3	1.0	1.5	50.8%	-6.0%
Injury Collision Rate	41.3	44.5	31.3	28.2	25.6	-9.4%	-10.5%
Total Collision Rate	101.7	118.9	83.7	76.6	71.6	-6.6%	-7.0%
Statewide Totals:							
VMT (100 millions)	143.3	137.3	143.0	143.0	144.0	0.7%	0.0%
Fatal Collisions	245	241	225	230	261	13.5%	-2.0%
Injury Collisions	9,256	9,392	9,231	9,688	9,661	-0.3%	1.6%
Total Collisions	25,076	26,241	26,090	26,477	26,700	0.8%	1.9%
Fatal Collision Rate	1.7	1.8	1.6	1.6	1.8	12.7%	-1.8%
Injury Collision Rate	64.6	68.4	64.6	67.7	67.1	-1.0%	1.7%
Total Collision Rate	175.0	191.1	182.5	185.1	185.4	0.2%	2.0%